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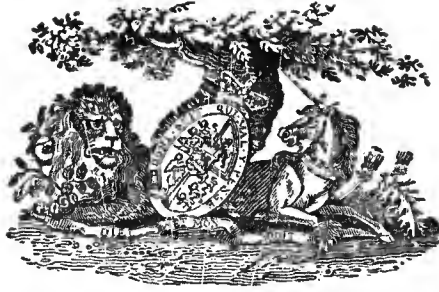
Sir William Van Horne

(1843-1915)

*"America's Greatest Gift
to Canada!"*

D'ALTON C. COLEMAN, C.M.G., LL.D.,
D.C.L.





"Were American Newcomen to do naught else, our work is well done if we succeed in sharing with America a strengthened inspiration to continue the struggle towards a nobler Civilization—through wider knowledge and understanding of the hopes, ambitions, and deeds of leaders in the past who have upheld Civilization's material progress. As we look backward, let us look forward."

—CHARLES PENROSE

*Senior Vice-President for North America
The Newcomen Society of England*

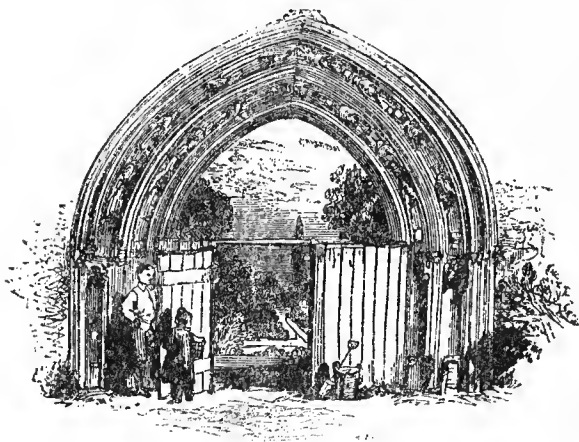


This statement, crystallizing a broad purpose of the Society, was first read at the Newcomen Meeting at New York World's Fair on August 5, 1939, when American Newcomen were guests of The British Government

"Actorum Memores simul affectamus Agenda"

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SIR WILLIAM VAN HORNE: 1843-1915
"America's Greatest Gift to Canada!"



This is second in a series of Newcomen Addresses, delivered in the United States of America, by The President of The British Newcomen at London, dealing with the life and work and influence of distinguished Canadian leaders. Dr. Coleman's delightful "LORD MOUNT STEPHEN (1829-1921)" will long be cherished. It is appropriate that the present biographical manuscript, "SIR WILLIAM VAN HORNE (1843-1915)," shall come next in a group of noteworthy contributions to the literature of Newcomen in North America.





“On a Spring morning many years ago—in 1857 to be exact—a chubby boy with a look of determination in his blue eyes, hurried across the Illinois Central tracks at Joliet and turned into the brown wooden station. An addition was to be made to the staff and he just had to have that job. He was signed on!”

—D’ALTON C. COLEMAN, C.M.G.



Sir William Van Horne

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D’ALTON C. COLEMAN, C.M.G., LL.D.,
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MEMBER OF THE NEWCOMEN SOCIETY
RETIRED CHAIRMAN AND PRESIDENT
CANADIAN PACIFIC RAILWAY COMPANY
MONTREAL



THE NEWCOMEN SOCIETY OF ENGLAND
AMERICAN BRANCH NEW YORK

1949



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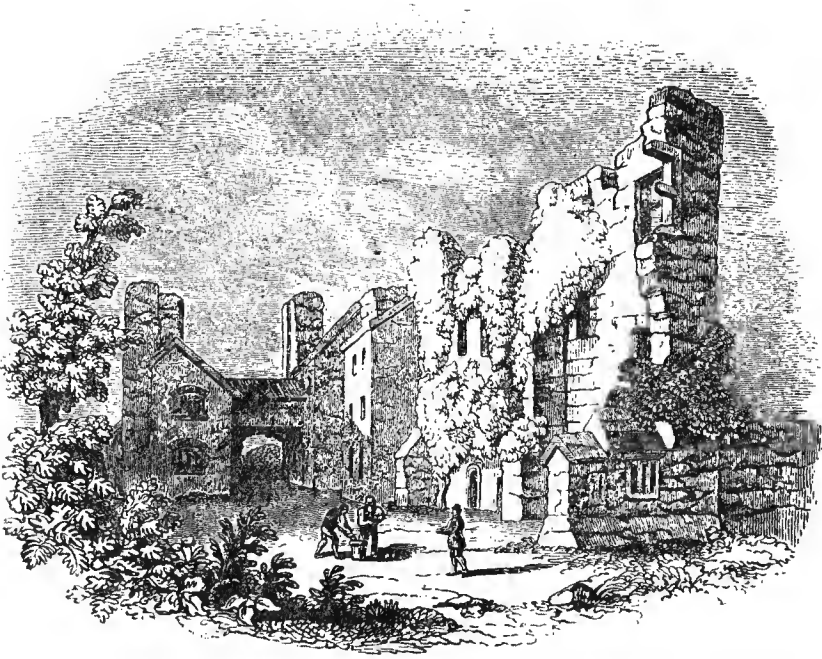


This Newcomen Address, by a foremost Canadian leader in the fields of transportation and education, was delivered during the "1947 Baltimore Dinner" of The Newcomen Society of England, at which Dr. Coleman was guest of honor, held in Grand Ballroom of Hotel Lord Baltimore, at Baltimore, Maryland, U.S.A., on September 25, 1947



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“When, in 1857 at Joliet, that chubby boy with a look of determination in his blue eyes, was ‘signed on’ by Illinois Central, there then began one of the most glamorous, exciting, and successful careers in the history of the railroad industry. The boy was William Cornelius Van Horne—destined to become another link between Canada and the United States of America.”

—D’ALTON C. COLEMAN, C.M.G.



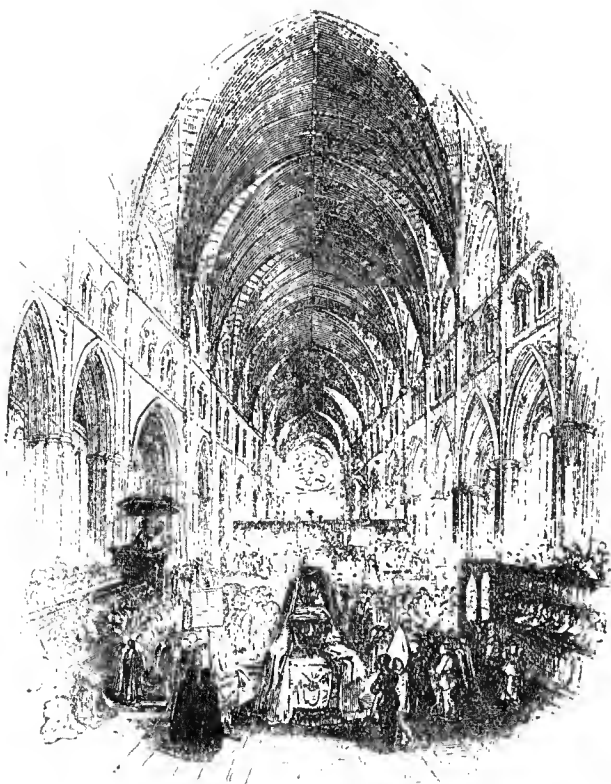
Biographical Sketch of The Author



CANADA has produced many a notable scholar. The broad intellectual interests within numberless industrial and business leaders in the United Kingdom are reflected, most happily, in similar leaders in the overseas Dominion. One of Canada's outstanding scholars is the executive whose courage and vision and leadership as Chairman and President of Canadian Pacific Railway Company, during so many years, meant so much both to Canada and to Great Britain: D'ALTON CORRY COLEMAN, C.M.G., LL.D., D.C.L., of Montreal, today continuingly identified with broad interests in the financial and educational life of Canada. Is a director of The Bank of Montreal; of The Royal Trust Company; of Metropolitan Life Insurance Company of New York. Serves on Canadian Committee, Hudson's Bay Company. Is Past-Chairman, Board of Governors, University of Manitoba; Chairman of Executive Committee, Bishop's University; Governor of McGill University. Of all Canadians, few have wider knowledge and more sympathetic understanding of America and the Americans. Author, scholar, educator, student of history, leading citizen, DR. COLEMAN is President of The British Newcomen at London, the first Canadian ever to have received that honor. He, likewise, is permanent Chairman of the Canadian Committee, in The Newcomen Society of England.



HIS MARK



My fellow members of Newcomen:

ON A SPRING MORNING many years ago—in 1857 to be exact—a chubby boy with a look of determination in his blue eyes, hurried across the Illinois Central tracks at Joliet and turned into the brown wooden station. An addition was to be made to the staff and he just had to have that job. He was signed on! And then began one of the most glamorous, exciting, and successful careers in the history of the railroad industry. The boy was William Cornelius Van Horne.



His father, Cornelius Covenhoven Van Horne, had been born in New York State, being the direct descendant of a Van Horne

who came to New Amsterdam from Holland in 1635. The family was both prosperous and prominent, and came notably into the public eye during the American Revolution. They supported the popular cause but the head of the house was once arrested by Washington's orders on suspicion, because he had entertained British officers at his home. But, as you will have read, it was a somewhat haphazard war and combatant officers on both sides seem to have drifted frequently across hostile lines. Van Horne set up the defence that he simply extended the traditional hospitality to strangers who came to his home in passage, and as his fidelity to the revolutionary cause was easily established, he was promptly released.



Cornelius, who was intended for the ministry, preferred a legal career, was educated at Union College, Schenectady, and after a brief excursion into New York politics under the tutelage of Martin Van Buren, was moved by the pioneering instinct to seek his fortune in the West. He went to Chelsea, Illinois, where William was born, and finding the practice of law unlucrative, he dabbled in farming and flour milling. After nineteen years in Chelsea, he moved to Joliet, then a town of two thousand people, and when, in 1852, it received its city charter he was elected as the first Mayor. Cornelius was one of the old-fashioned country town attorneys who did the legal business of all their friends and usually omitted to render any bills. I am informed that such negligence is now frowned on by those in the legal profession. However, that explains why when he died a few years later, leaving a widow and five children, William, the eldest, had to get that job. He was fourteen years old when he became the principal support of the family.



I have taken a little time to give you the background of William Van Horne. His father had known both Lincoln and Douglas. William grew up amongst the lesser, the forgotten Lincolns who in developing the West wrote one of the cleanest, heartiest, and most inspiring pages in your history.

William did not meet with immediate success in his business career. He had a genius for caricature, and allowed his pen or pencil full swing at the expense of his superiors, and he had a propensity for practical joking which he indulged until the end of his life. This did not endear him to the serious-minded railroad officers of that time, and when periodical staff reductions came he was one of the first to go. He then worked on a farm for a few months, until he was able to secure a position on a branch line of the Michigan Central. Although he worked well there, staff reductions again caught up with him which reduced him almost to despair, but at that moment the Chicago & Alton came along and offered him the position of Agent at Joliet. He did well with that Company and rose to be Superintendent of Telegraphs and later Superintendent of Transportation. It was in the latter capacity that he had charge of the Company's local property during Chicago's great fire, and in that catastrophe he made a name for himself. Some of the men in control of the Alton, impressed by his initiative and ability, sent him to manage a railroad known as the St. Louis, Kansas City & Northern. There he was a success, but his friends sold out their interest, and promptly recommended him for the manager-ship of the Southern Minnesota. It was a broken-down derelict property, but he rehabilitated it and brought it to the verge of prosperity when it was acquired by the Chicago, Milwaukee & St. Paul. He was then invited to become General Manager of his old friend the Chicago & Alton. After a successful tenure of office he resigned to become General Superintendent and Operations Manager of that very considerable system the Chicago, Milwaukee & St. Paul. His work there was outstanding, but eyes were fixed on him from afar.



In the meantime, he had married the daughter of a friend, a railway construction engineer. I shall have occasion to speak seriously of Van Horne's intrepidity, but perhaps I may remark that in this transaction he displayed great moral courage. For the first household he set up consisted of himself, his wife, his sister, his mother, and his mother-in-law. Happily they were all women of sweetness and refinement, and the experiment was successful. They

lived together in concord and amity until one by one they were overtaken by death.



Far to the North, little Canada—not little in area or resources but little in population and in developed wealth—was preparing to embark on her greatest adventure. When the Confederation Pact was signed in 1867 it was understood by Ontario and Quebec and the three Maritime Provinces that when the Hudson's Bay Company surrendered its title to the vast territory West of the Great Lakes, a railway was to be built from the Atlantic to the Pacific. When British Columbia somewhat reluctantly came into the Confederation, she stipulated that the railway must be built within a specified period of time. Difficulties arose, some of a political nature, and, by 1878, little progress had been made. The Government had built some stretches and had let contracts for others, but the whole project was very much in the air. In 1878, a new Government came into power, pledged to carry the project to early completion. Not impressed with the idea of Government construction and control, the Prime Minister sought for a syndicate of capitalists strong enough to undertake a solution of the problem. It was finally landed on the doorstep of a Montreal group who, in conjunction with James J. Hill of St. Paul, an ex-Canadian, had made a success of a railway enterprise in Minnesota. They were George Stephen, afterwards Lord Mount Stephen, his cousin Donald Smith, afterwards Lord Strathcona, and a banker, R. B. Angus, who, though not the least powerful of the group, preferred to end his life without a title or any form of public recognition. With them were associated James J. Hill, and some New York, London, and European financial leaders. They undertook to build their railways, and then later Stephen and Smith pledged all their private fortunes on the success of the enterprise. In a financial way, never did so few attempt so much.



Naturally, they looked about for a General Manager to carry the burden of construction. Hill, who from his vantage ground at St. Paul, could survey the whole Western railroad field, recom-

mended Van Horne. He was authorized to offer him the position and after a visit to Winnipeg and a limited survey of the Manitoba prairies, Van Horne accepted. Destiny had tempted him to a rendezvous.

Van Horne arrived back in Winnipeg on December 31st, 1881, and proceeded to take over his new duties. He brought with him J. M. Egan to take the post of General Superintendent, and later he sent for another Milwaukee associate, T. G. Shaughnessy, to act as General Supply Officer. Although coldly received at first on my side of the line, he soon won the admiration of all by his amiability, his magnetism, his versatility, and his knowledge—it seemed—of everything.



He was hardly in his chair before he was called on to make two vital decisions. Hill was convinced—or professed to be—that it would be folly to attempt to carry the Canadian Pacific around the rugged and unproductive north shore of Lake Superior. He urged that it should be built to Sault Ste. Marie where it would connect with an extension of his Minnesota railroad, and thence through Duluth and Superior to Winnipeg. It is said that his arguments were so cogent that even Stephen, the President of the Canadian Pacific, was deeply impressed. The Canadian Government, who supported the new enterprise, felt that the line should be constructed on Canadian soil, and to their surprise found a stout supporter in the recent import. Van Horne saw that the first proposal would give Hill virtual control of Canadian Pacific trans-continental traffic, and he opposed it strongly. He prevailed; and Mr. Hill in high dudgeon withdrew from the Canadian Pacific Board, and proceeded to build that great railroad, the Great Northern, which is his monument. And then began a railroad struggle much more dramatic than the later one between Hill and Harriman for the control of the Burlington, because this one I am talking about lasted *for thirty years* during which Van Horne and his successor fought Hill from Sault Ste. Marie to Minneapolis, across the prairies of Minnesota, Dakota, Manitoba, and Saskatchewan; and ultimately came to final grips in the mining fields of Southern British Columbia. A piquant element in the struggle

was that the most important shareholders in the Great Northern were Stephen and Smith who, if the Canadian Pacific had failed, would have been reduced to poverty. And so for a time at least *Ontario-born* Hill and *Illinois-born* Van Horne battled it out for the support of those two Scotsmen, first in Montreal and later in London. I quite realize that those ancient struggles between the railroad tycoons of the past are looked on sourly by the railroad executives of today, because, in the era of your Theodore Roosevelt they built up suspicion and hatred and were responsible for much of the restrictive regulations which now hamstringing the forward-looking leaders in the greatest of all industries. But you could not give any intelligent review of Van Horne's life which did not refer to a conflict which influenced and guided so many of the steps he made in his life.



The second decision he had to make was even more momentous. The original surveys of the Canadian Pacific made under the aegis of a previous Government indicated that it should cross the Rocky Mountains through the Yellowhead Pass some three hundred miles north of the International Boundary. The Syndicate and the Government both felt that the Pass was too far North and that if the route was adopted it would leave a vast area in Southern Alberta and Southern Saskatchewan open to economic invasion from the South. So they toyed with the idea of using the *Kicking Horse Pass*, discovered by Captain Palliser and Sir James Hector in the late 'fifties. The difficulty was that after piercing the Rockies you would be up against the Selkirk range through which there was no discoverable pass. If there was no pass through the Selkirks you would lose the advantage in mileage which the Southern route offered, because to evade the Selkirks you would have to follow the great bend of the Columbia River. Mr. James J. Hill of all people had employed Major Rogers, an able American army engineer, and he set out to find a pass through the Selkirks. This he did, ultimately, after great suffering and hardship, and the pass very appropriately is to this day known as *Rogers Pass*. Before he got through, Van Horne was called on to make the decision as to the

change of route. After examination he declared without reservation for it. He said that a pass could surely be found, but even if not it would be better to follow the round-about Columbia route rather than expose all the Southern parts of our prairie provinces to invasion from rival railroads.



Rogers, by the way, was one of your originals, a Yale graduate who dressed like a frontiersman, who loved solitude, poetry, and tobacco in any form, and who explored for the joy of exploring and not for any material gain. After he had discovered the pass, the Canadian Pacific, in addition to his fee, sent him a cheque for five thousand dollars. A year later, Van Horne reminded him that the cheque had not been cashed. "What," said he, "cash that cheque? I would not take a hundred thousand dollars for it. It is framed and hangs in my brother's house in Waterville, Minnesota, where my nephews and nieces can see it. I don't work for money."



Those great decisions having been made, Van Horne proceeded to lay out his construction programme. He announced that he would lay five hundred miles of track across the prairies in 1882. Not only Canada but all America stood aghast at this prediction. If the weather had broken right he would have made it. As it was, there was completed 417 miles of main track, together with 28 miles of sidings, and 18 miles of grading were ready for the next season. In addition, over 100 miles of track had been laid on branches in Manitoba. Between Moose Jaw and Calgary as much as five miles of track had been laid *in one day*.

It was apparent that the prairie sections would be completed in the early Spring and then Van Horne must face the Rockies. Said an almost forgotten English poet, "Great things are done when men and mountains meet." And never was this better exemplified than in the fight against natural obstacles which Van Horne and his associates made in their struggle to carry the railway from Calgary to the shores of the peaceful Western Sea.

I am not going to repeat to you the oft-told tale of the building of the railway through the mountains, or across the almost equally difficult area north of Lake Superior. Suffice it to say that whereas the contract provided that the railway should be finished by 1891, it was carried to triumphant completion in 1886. Van Horne was acclaimed, within the British Empire at least, as the greatest transportation genius of the age.



I shall detain you for only one story of many that could be related about that fateful period. The Grand Trunk Railway, owned in England, was desperately jealous of the new enterprise and poisoned the money market against it—Hill, who had already established friendships in New York, was equally hostile. And the hour came when the ghost did not walk, and the Canadian Pacific was unable to pay its contractors or to meet its payroll. The Canadian Government did finally come to its assistance and made a loan which was in due course repaid. As security, Stephen and Smith were required to pledge all their personal possessions. An old grain merchant in Winnipeg told me this story bearing on that dark hour. He had supplied oats to the contractors on credit, and no payments being forthcoming he had reached the end of his resources. Desperate, he boarded a construction train to seek out Van Horne. He finally reached Field station under the shadow of towering Mount Stephen and was told that Van Horne was there. He walked down the wooden platform shrouded in complete darkness, and it was whispered to him that the Boss was coming. He saw a light approaching which proved to be the burning end of a big cigar and behind it was a man with a black beard and a head crowned with a flat-topped brown hat. He approached timidly and told his harrowing story which was received with patient and polite attention. Van Horne replied that temporary aid from the Government was forthcoming and that by the time the dealer had returned to Winnipeg he would find that the contractors were in a position to pay his account in full. And then according to the grain dealer, he turned on him and said, "Bawlf, when you do get that money, take it and all else you have, sell your baby's shoes, and buy stock in the C.P.R." And Bawlf to me regretfully re-

marked, "If I had taken his advice what a fortune I would have made!" Van Horne had loved the stars too dearly to be fearful of the night.



In 1888, Stephen, who had been President of the Company from its inception, resigned that office, and went to reside in England. Naturally, he nominated Van Horne as his successor. For many years after his retirement, Stephen maintained close contact with the Canadian Pacific through Van Horne, and with the Great Northern through Hill. As London was then the free money capital of the world his advice and help was sought by both, and unconsciously, perhaps, and unintentionally, certainly, he for a time became financial overlord of both companies. He was arbitrator of all disputes between the two rivals, and it was hard for him to induce them to preserve even the appearance of civility in their personal and business relations.



Van Horne's administration was successful. He built up traffic by establishing industries along the line, by lavishly subsidizing immigration, by the formation of a hotel system across the country, and by the financing of many extensions which proved profitable. The two achievements of which he was most proud in his later years, was the establishment of a steamship service across the Pacific, and the purchase of a smelting plant at Trail, which later under the guidance of Walter Aldridge, a graduate of Columbia University, whom he brought to Canada, was expanded into the Consolidated Mining & Smelting Company, the most valuable subsidiary of the Canadian Pacific. However, administrative details he found irksome, and like so many railroad presidents of today he disliked discussing his problems in a political atmosphere, besides his friendly relationship with Stephen had been impaired. He had made a first payment on a small railway in Minnesota which had the ownership of very valuable iron ore lands, and Stephen had refused to finance the payment of further instalments. The road was then promptly acquired by Hill, and a most valuable asset it proved to be. This Van Horne bitterly resented. He had

announced years before that he would retire when the stock of the Company sold at par, and in 1899 when that figure was reached, he resigned the Presidency. He was then 56 years of age. Having many hobbies and outside interests he thought he would enjoy the balance of his life in attending to those, leaving great constructive efforts to others.



Nature was too strong for him. Within a short time he became interested in providing railroad facilities for a portion of the Island of Cuba. His reputation was such that he had little difficulty in securing financial backing in New York from men like John W. Mackay, Henry M. Flagler, Levi P. Morton, H. P. Whitney, P. A. B. Widener, and Thomas F. Ryan, and in Montreal from old associates in the Canadian Pacific. Even James J. Hill became a shareholder. He built some 500 miles of railway in Cuba, financing the building of sugar mills and hotels along the line, and left behind him the foundation of a very prosperous enterprise. He also went as far afield as Guatemala, and, in conjunction with Minor C. Keith of the United Fruit Company, built 235 miles of line.



The last sixteen years of his life, when not engaged in excursions into the Spanish Main, Van Horne spent at his residence in Montreal where he entertained all the great who passed by, or at Saint Andrew's, New Brunswick, where he had designed and erected an unique summer home, to which he gave the good Dutch name of "Covenhoven." One close to me remembers that when she was invited to Covenhoven she was ushered upstairs to a nursery, and there atop a scaffold lay a ponderous old man busily engaged in painting a mural for the entertainment of a beloved grandson. Still he had time to engage furiously in a beautiful fight between the two principal industrial companies of Nova Scotia from which he emerged victorious but with the loss of many friends.

Van Horne was a true American. He was proud of his long family connection with the United States, proud of the fact that he had seen and known your Middle West at the time when it swept triumphantly through the open door of opportunity, and he was deeply hurt when old friends reproached him for accepting a title from a British Queen. He replied with characteristic vehemence, "It is an honour given to an American and my countrymen should be pleased." But he was very loyal to Canada because he knew he had helped to build it and he rejoiced in the evidence of his handiwork. So when the Reciprocity Pact of 1911 was submitted to the electors of Canada, he was infuriated when President Taft made the terribly indiscreet statement that as the result of the Agreement, Canada would become the commercial adjunct of the United States. Then the old warrior put on his armour, and proceeded for the first time to make political speeches. He was one of the world's worst platform performers, but he went down to Windsor Hall and appealed to Canadians to throw out of power the Government that had recommended the Agreement. His last sentence was this, "Make no mistake about it. If Canada accepts this Agreement she makes her bed to lie in and to die in." Behind the scenes, he saw the figure of his old enemy Hill attempting to divert the trade of Canada from the Canadian Pacific to North and South routes. Canada rejected the Treaty.



Van Horne was the most versatile of all the industrial leaders of his day. Without any real education, because he went to work at the age of fourteen, he had taste and artistic judgment in many fields. He was a painter—in that respect he is a companion spirit to Winston Churchill, and to that great soldier and great gentleman, our Governor General Lord Alexander. I know nothing about the quality of the work of those eminent contemporary Britons, and nothing I say is in derogation of it, but Van Horne was an artist of merit. Some of his paintings are exquisite. Troubled for years with insomnia, he would spend long hours in the night sitting up before an easel, painting scenes from memory under artificial light.

He was a voracious but discriminating collector. In his youth he took a great interest in geology, and with the assistance of friends made a valuable collection of fossils and mineralized rocks, which later he presented to an Illinois university. As he prospered, he turned to more expensive fields. He collected ceramics, notably Japanese pottery, of which he had an unique collection. One of his greatest artistic feats was to catalogue this collection with every figure and flower illustrated in its natural colour. Above all, he collected paintings, a number of which through the generosity of his daughter, are now in the Art Gallery of Montreal. He spent much money and a great deal of time in making that collection, and undoubtedly it contained paintings of great value. In buying he was inclined to consult his own taste and judgment, and once a profane person attempted to challenge the authenticity of some Rembrandt or Rubens he had acquired. His reply was characteristic. "I think you are wrong and that I am right. But in any case it pleases me as a specimen of that school. And if Rembrandt was here and saw it on that wall I'm sure he would be glad to claim it as his work." His greatest pleasure was to take you through the collection, to relate the story of how each item was acquired and to impress on you the joy that pride of possession brought to him.



Van Horne was of medium height, but massively built. In later years owing to his eating habits he ran to excessive flesh. At the table he had an enormous appetite, and he smoked incessantly. He was genial, and approachable, had almost perfect control of his temper, loved to play poker, checkers and chess, and was a delightful companion at all times, but particularly when he was top dog. He had his weaknesses too—in money matters he was stingy to the point of meanness—in corporate affairs he encouraged initiative and genius, but was never willing to pay a fair price for it—in his private affairs he grudged every cent he gave to charity or to the helping of others. Yet, after making all the proper deductions and reservations, he left behind him the feeling that he was a rare and uplifting character.

He died in Montreal in 1915, and his wife and son decreed, perhaps at his own expressed wish, that he should be buried in Joliet.

I challenge their decision. I would have buried him at the Great Divide in the Rocky Mountains, the point at which the Bow River starts tumbling down to form the Saskatchewan which sweeps slowly and majestically across the Western plains to end up in the immeasurable wastes surrounding Hudson's Bay, and on the other side the Kicking Horse tumultuously tears down the chasm overlooked by Mount Cathedral, the most beautiful of all mountains, to finally join the Columbia and find an outlet in the Pacific. For his tombstone I would have stolen a verse written by Kipling, who by the way was a friend and admirer of Van Horne. The verse was written on the occasion of the burial of the great Empire Builder, Cecil Rhodes, who sleeps in the Matoppos overlooking the South African veldt. Resting there, at the Great Divide, Van Horne could have swept with his eagle eye the mountains of British Columbia and the immeasurable plains of Alberta:

*It is his will that he look forth
Across the lands he won—
The granite of the Ancient North—
Great spaces washed with sun,
There shall he patient make his seat,
(As when the death he dared)
And there await a people's feet,
In the paths that he prepared.*



William Cornelius Van Horne was *the greatest gift* that these United States of America ever made to the Dominion of Canada!

THE END

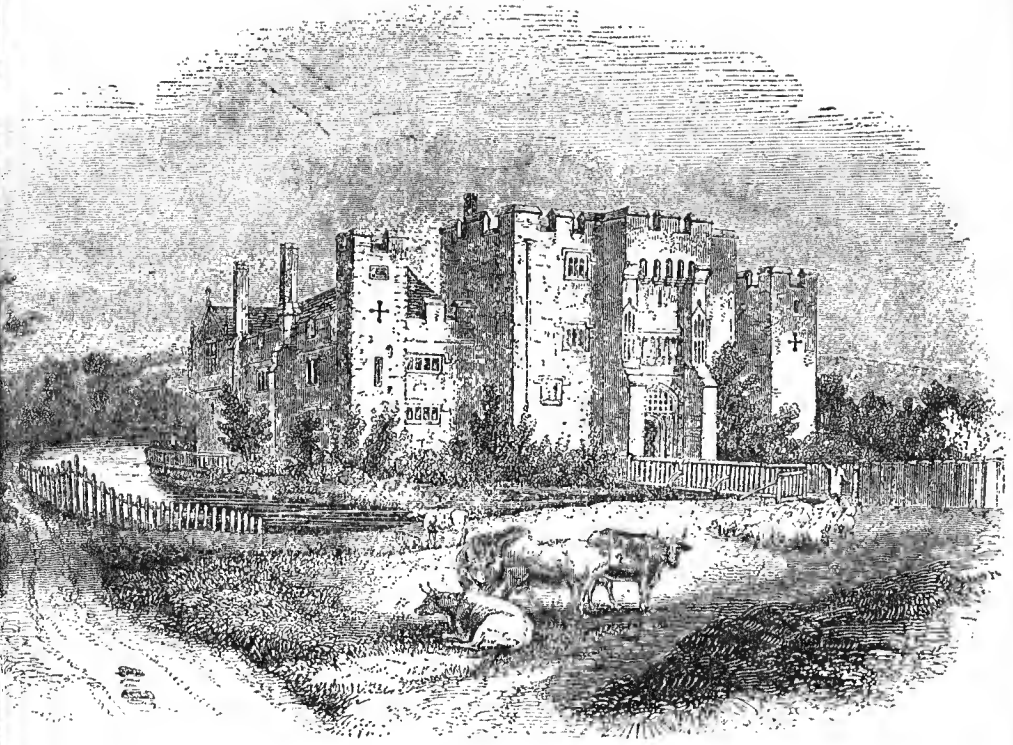


"Actorum Memores simul affectamus Agenda!"



THIS NEWCOMEN ADDRESS, dealing with the life and work of a great pioneer in Canadian transcontinental rail communication, was delivered during the "1947 Baltimore Dinner" of The Newcomen Society of England, held at Baltimore, Maryland, U.S.A. DR. COLEMAN, the guest of honor, was introduced by the SENIOR VICE-PRESIDENT FOR NORTH AMERICA, in this international Society with headquarters in London. The dinner was presided over by COLONEL R. B. WHITE, President, The Baltimore and Ohio Railroad Company, Chairman of the Baltimore Committee, in The Newcomen Society of England.

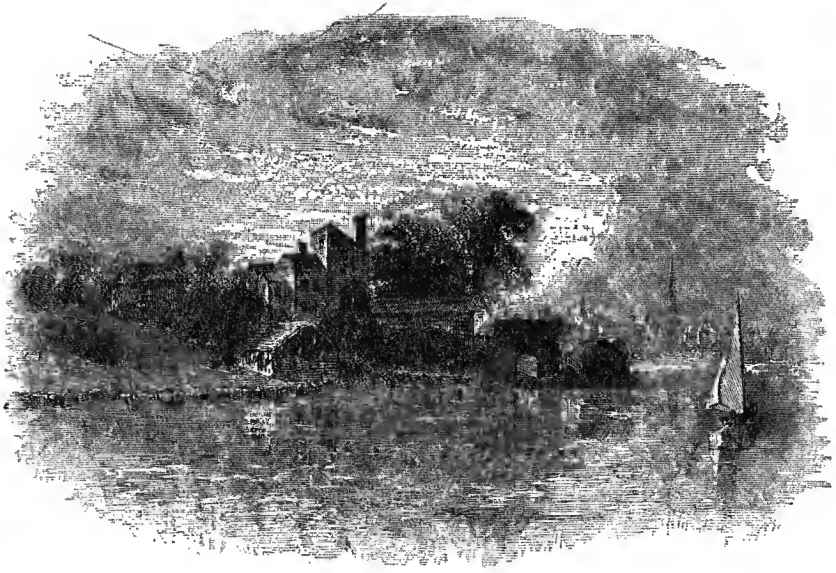




“VAN HORNE had loved
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—D’ALTON C. COLEMAN, C.M.G.





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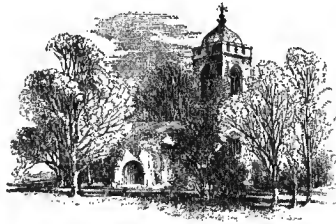
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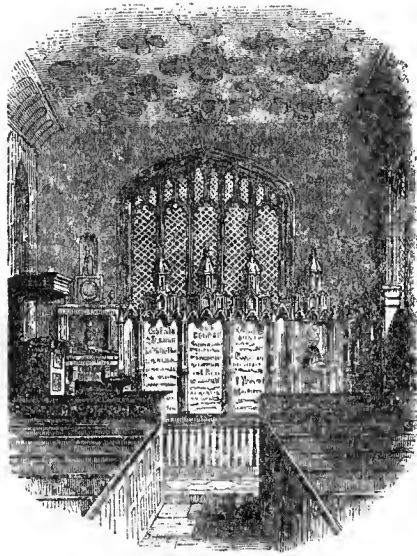




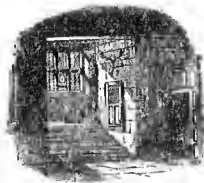
“WILLIAM CORNELIUS VAN HORNE was *the greatest gift* that these United States of America ever made to the Dominion of Canada!”

—D’ALTON C. COLEMAN, C.M.G.





AMERICAN NEWCOMEN congratulates its Canadian membership upon the unique charm whereby their Chairman, DR. COLEMAN, in this classic Newcomen Manuscript has succeeded in making a great Canadian transportation figure live again! American-born, that figure, through his imagination, vision, and indomitable force for constructive progress, made numberless and invaluable contributions to his adopted CANADA.





THE NEWCOMEN SOCIETY OF ENGLAND IN NORTH AMERICA

BROADLY, this British Society has as its purposes: to increase an appreciation of American-British traditions and ideals in the Arts and Sciences, especially in that bond of sympathy for the cultural and spiritual forces which are common to the two countries; and, secondly, to serve as another link in the intimately friendly relations existing between Great Britain and the United States of America.

The Newcomen Society centers its work in the history of Material Civilization, the history of: Industry, Invention, Engineering, Transportation, the Utilities, Communication, Mining, Agriculture, Finance, Banking, Economics, Education, and the Law—these and correlated historical fields. In short, the background of those factors which have contributed or are contributing to the progress of Mankind.

The best of British traditions, British scholarship, and British ideals stand back of this honorary society, whose headquarters are at London. Its name perpetuates the life and work of Thomas Newcomen (1663-1729), the British pioneer, whose valuable contributions in improvements to the newly invented Steam Engine brought him lasting fame in the field of the Mechanic Arts. The Newcomen Engines, whose period of use was from 1712 to 1775, paved a way for the Industrial Revolution. Newcomen's inventive genius preceded by more than 50 years the brilliant work in Steam by the world-famous James Watt.

Date Due

DUE DATE	NOV 04 '77	
NOV	NOV 15 RETURN	
DUE DATE	NOV 21 '77	
NOV 23	RETURN	
DUE DATE	NOV 10 '79	
OCT 31	RETURN	
DUE DATE	MAR 05 '81	
DUE DATE	MAR 15 '81	
MAR 18	RETURN	
OVERDUE DATE		
JUL -18	RETURN	
AUTO MAR 10 '83		D,
MAR 15	RETURN	
AUTO MAR 15 '83		
JUL 18	RETURN	
Due Date	NOV 29 '95	
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